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WINE AND SPIRIT MERCHANTS.

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BLEND

VERY OLD LIQUEUR
SCOTCH
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D

PORT

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

BIRTHS.

On the 22nd January, 1905, at 31, Woodside, Wim-
bledon, the wife of FREDERICK ORRISON, of
Macao, of a daughter (still born).
The wife of J. A. PEACH, Imperial Maritimes
Customs, Kowloon, of a daughter.NOTICE TO CORRESPONDENTS.
Only communications relating to the news of the
war should be addressed to the Editor.
Correspondents must forward their names and ad-
resses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
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Lieber's

The Daily Press.

HONGKONG OFFICE: 14, DEWITT ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, FEBRUARY 14th, 1905.

The Hamburg Chamber of Commerce in its annual Report issued last month is pleased to be able to state that the improvement in trade to which it drew attention last year has made further progress. Commerce more particularly has shown renewed activity and enterprise. A prominent feature in the development of German industries has been the tendency to combine. Thus a fusion of the principal dye-stuff works has taken place, whilst the coal syndicate has been renewed on a broader basis for a further period of twelve years. The Chamber sees no reason to change its opinion that combinations have under present circumstances come to be of vital importance to many trades. At the same time it is bound to admit that there is a reverse to the medal, and that, to quote an example, the granting of considerable concessions in price to foreign buyers of raw materials or half finished goods by some of the syndicates may in many cases seriously handicap home makers in competing in markets abroad. Moreover the power gradually acquired by some of the combines has become so great as to verge on a monopoly. The State has therefore considered it its duty to interfere; the Ilikeria case, of which our Hamburg correspondent has given the history in his letters, being an instance of this. It is much to be regretted that the new tariff, by raising the duties on most articles, will tend to increase the difficulties of foreign competition at home, and thereby render less effective one of the few checks that exist on the greed of monopolists.

Satisfaction is expressed that neither the war in the Far East, nor the rising of the natives in Southwest Africa, nor other untoward events of lesser magnitude have materially affected the course of improvement. Certain branches of trade have of course suffered through the war, but others have been benefited. The necessity however of a clearer definition of the meaning of contraband of war and other points of international law, after peace shall have been concluded, has become imperative. The rising of the natives in south-west Africa has, commercially speaking, been of little importance, its effects having been confined to Germany.

A simultaneous revival of trade in Great Britain (which is gradually recovering financially and commercially from the effects of the Boer war) and in France, has greatly contributed to the improvement in Germany. The United States, too, have rallied in a remarkably short time from the depression prevailing there at the close of last year; whilst the demand for goods from most of the republics of Central and South America, upon which the export trade of Hamburg depends to so great an extent, is decidedly more active.

Attention is drawn to the growing tendency of German manufacturers to enter into direct relations with buyers abroad. This may be advantageous and justifiable in some cases, but on the whole it is to be deprecated, as industrial firms are not in a position to obtain the same reliable information as to the standing and solvency of their customers, and as to their requirements as merchants, who have their correspondents all over the different countries.

Owing to the war, the Trans-Siberian railway has not exercised that stimulating effect on trade which was expected last year. On the other hand the financial difficulties under which China was labouring at that time seem to have disappeared and a large business has been done with that empire, principally in textile fabrics, metals and coal, although the growing competition of the United States and Japan is making itself keenly felt. The import trade from China is said to have been, on the whole, satisfactory, due partly to the abundant yield of the Ten crop; but it has been somewhat hampered by the rise in the price of silver and the demand for the Japanese and Russian armies which for some articles caused values to advance far beyond those ruling in Europe. The Customs receipts have profited by the increase of imports. Future prospects are considered good, provided peace and quiet can be maintained in China.

The fears entertained at the outbreak of the war that trade with Japan would come to a standstill, have not been realised to any great extent, although at first exports were suspended and imports suffered from the additional war duties. Business was soon resumed on the old scale, and as the finances of Japan seem to be in a sound state in spite of the strain caused by the war, and as the rice crops have turned out well, the economic conditions of the country appear favourable.

Trade with Corea has also been satisfactory owing to the abundant yield of the rice crop and the supplies required by the armies in the field. The railway between Pusan and Seoul which, thanks to the wonderful energy of the Japanese, has lately been opened, will, when no longer monopolized by the military, prove of the greatest advantage to trade in general. The steam service between the Chinese ports and Corea established by the Hamburg American Line some time ago is doing well. Of Kiouchow little is said beyond that the Shantung railway, when finished, will open up that province, the mineral wealth of which is well known. The freight market has not shown much improvement. In fact tramp steamers have done rather worse than last year, as the regular lines, owing to the many advantages they offer to shippers of goods, are monopolizing the business more and more. They have no reason on the whole to complain of the past twelve months. They continue to extend their sphere of action in every direction. The international convention of sailing-ship owners concluded last year, has fully answered the purpose for which it was formed; the decline in freights has not only been arrested, but an advance has been established pretty well in all quarters. The war in the Far East, by creating an additional demand for freight room, has given an opportunity to some Hamburg companies and private owners to secure good charters and to dispose of many of their older vessels on favourable terms. On the other hand neutral shipping has suffered serious inconvenience coupled with considerable losses in many instances, at the hands of the belligerents, in consequence of the uncertain state of international law.

Herr Friedenthal's second concert takes place to-night. A special programme has been arranged.

A solemn requiem mass will be celebrated in the Catholic Cathedral this morning at 7.30 for the repose of the soul of the late Rev. Father Torres.

The seventeenth plague fatality was recorded on the 11th inst., the number of cases for last week being three. There were in addition four European cases of enteric fever, and two cases of small-pox, one European and one Portuguese.

Return of visitors to the City Hall Library and Museum for the week ending the 12th February, 1905, were 226 non-Chinese, and 68 Chinese to the former, and 71 non-Chinese, and 7,718 Chinese to the latter institution.

Concerning the meeting of the International Postal Union to be held in Rome next April, the Hamburg Chamber of Commerce has several suggestions to offer, amongst which is the introduction of international stamps for the prepayment of replies.

A codicil, for smothering two gold bangles from a child three years of age in Stanley Street on Sunday last, was sentenced by Mr. J. H. Kemp at the Police Court yesterday to six weeks' hard labour and twelve strokes of the birch.

The Japanese Government has just given out extensive orders for tent canvas to Scotch linen manufacturers. As the orders are additional to those recently executed and, as delivery is spread over several months, it is inferred that the Island Kingdom is determined to prosecute the war well into the year.

We are requested to publish the following:—The annual meeting of the Hongkong Church Missionary Association will be held this afternoon in St. Paul's College at 5 p.m. Addresses will be given on Missionary work in the Diocese of Victoria. All interested in Missionary work are invited to attend.

A cynical contemporary hears that the Tsar's Ministry is divided on the question as to how to get out of the war gracefully. One party advocates disabling the Baltic Fleet absolutely in a gale, the other suggests getting up a revolution. The Admiralty object to the former, while the Minister of Finance opposes the latter as being too expensive.

On Jan. 7th the Odessa correspondent of the Standard wrote:—The Russian Christmas to-day has been passed quietly, sadly, and despondently, and has not been marked by a single feature of its usual gaiety. This is all the more noteworthy and regrettable inasmuch as the Slav nation is not easily depressed. But the gloom caused by the hopeless outlook of the war has been intensified by the reports of stagnation in all branches of trade and industry. The result is widespread dissatisfaction and an increased public outcry for peace at any price.

What a contemporary describes as the "humorous unpunctuality" of the Far East was well illustrated, says a Home paper, by the Viceroys of Wu-chang not long ago. Five thousand schoolchildren were to parade before his Excellency. "Eight a.m. suit you?" asked the Viceroy. "Get a good long day then. No, thing like beginning early." So the five thousand energetic juveniles were on the spot at 8 a.m. At 2 p.m. a portly but dignified form was observed strolling to the parade ground. It was his Excellency the Viceroy, all smiles and geniality. It would be interesting to know whether the five thousand children consider "humorous" a good adjective for the unpunctuality of the Far East.

After a period of forty years' service in the Chartered Bank of India, Australia, and China, Mr. J. Howard Gwyther has retired from the board and has resigned his appointment as chairman and managing director. During the greater part of his business career, says the Standard, Mr. Gwyther was manager of the bank, and in the course of that time had to deal with the many delicate matters which arose in the working of the Eastern exchange banks owing to the depreciation in the price of silver. It was largely owing to his initiative that the Chartered Bank of India was the first amongst these banks to bring the whole of its capital home, and in this way the vicissitudes arising from the fluctuations in exchange were minimised so far as the shareholders were concerned. He retired from the management about 1893, but shortly before that time was appointed to a seat on the board, and subsequently became chairman and managing director.

Canton is recommended to men of the Jaber Balfour or Whitaker Wright kind as a hiding place. The Globe says China appears to possess advantages for the concealment of persons who have an object in obliterating themselves over the more hackneyed South America or Central Australia. Sun Yat Sen, the professional organiser of revolutions in the colonial Empire, has a price of fifty thousand dollars set on his head by a grateful country, and finds his life in hourly danger in the United States, England, and Europe generally. He was, in fact, twice decoyed into his own native Embassies, and nearly done away with. The only country he is safe in is China. "Once in a place like Canton, the rest is easy. The population is so large that one is lost among the millions," he says in an interview. To the Englishman every Chinaman is the "double" of another, and the same liability to "mistaken identity" seems to exist even in the country itself. The grand mistake of the average criminal is in going to a secluded waste, where he is at once conspicuous by the absence of other people.

At the Volunteer meeting held at Headquarters last night it was decided, on arrival of the new short rifles, to hold rifle meetings on the 4th and 11th of March next. The ranges will be two, three and five hundred yards.

The four Chinese charged with piracy in the Harbour near Shaikwan, and the woman charged with receiving stolen goods in connection therewith, were yesterday committed by Mr. Gompertz, at the Police Court, to take their trial at the next Criminal Sessions.

The German Bill for the amendment of the "Einsengesetz" does not fully satisfy those interested in it. It is admitted that the most glaring defects of the present law are to be removed, but many more remain which it is hoped will be dealt with on the second reading of the bill in accordance with the proposals of the Bankers' Association adopted at their last annual meeting.

A recent Army Order instructs Commanding Officers to note such defects as shortness of temper or weakness of character among subordinates. The Daily Mirror pictures a purple-faced colonel brandishing his fist at a sheepish looking subaltern, and saying: "Confound you, sir, your temper gets worse every day. If you don't improve I'll report you, hang me if I don't."

By a Decree signed in October, 1904, a very important step in the unification of the French West African Colonies was taken. The territories of Senegambia and the Niger have been formed into a new colony, to be known as the colony of Upper Senegal and the Niger, under a Lieutenant-Governor, with his capital at Bamako, on the River Niger.

Damage amounting to £30,000 was caused by a fire at Lipton's Stores, Glasgow. The building was situated in Lanesfield-street, and was five storeys high. It was wholly consumed. When the fire was at its height the front wall fell into the street, but the firemen had previously been withdrawn, and nobody was injured. The fire spread to a second storey, which suffered considerable damage. The cause of the fire is unknown.

Sometime ago the Daily Press published an account of a daring robbery on the launch Hot Kong, in which six men, who shipped as passengers, held up the remainder of the passengers and got clear away with booty valued at \$10,000. Six men have been arrested by Inspector Langley and Detective Wilder in connection with this case. They were placed before Mr. J. H. Kemp at the Police Court yesterday, and remanded to appear in a week's time.

A truckman was charged at the Police Court yesterday with negligence while in charge of a loaded truck, whereby a ricksha was broken up and its occupant severely injured. The truckman was pulling his load along the tram line near No. 2 Police Station. A ricksha, with an old Chinese woman in it, was following on behind, while close upon it, with its bell ringing violently, was an oncoming truck. When the car was close upon them, the truckman swerved in the wrong direction and pinned the ricksha between his truck and the car. The ricksha was smashed to pieces, and the woman thrown out, sustaining some nasty bruises on her right cheek and forehead. The case was remanded.

POLICE TIME WASTED.

A case is reported from Tsimshatsi which goes to show how the time of the Police is wasted by the furnishing of false reports. A Swede named Michaelson on Sunday last called at the Yau-mat Police Station and reported to Inspector Macdonald that four ricksha coolies had assaulted him with bamboo poles, leaving him insensible on the road, where he lay for two hours before recovering consciousness. When he did recover, he found that between \$16 and \$17 had been stolen from his person. Inspector Macdonald began to investigate matters, but finding that the supposed assault had occurred in Inspector Langley's district, passed the case on to him. Inspector Langley caused inquiries to be made, which resulted in it being proved in the Swede's presence that his report was false. He engaged a ricksha coolie to take him to Hungghom, and when he reached his destination was unable to pay his fare. It was further proved that at the time of the supposed assault he was in a house of ill-fame. When confronted with this evidence, he admitted that his report was false, and stated that he had only \$2 when he left his place of abode on Hongkong side, and this he spent at the Criterion Hotel before taking the ferry across. It seems a great pity, seeing the waste of time of Police Inspectors and detectives in searching for supposed murderers, that in a case of this description the Police have no power to prosecute.

A "BAILIFF" ASSAULTED.

Sergeant Appleton of the Water Police charged two fishermen, before Mr. J. H. Kemp at the Police Court yesterday, with assault. Defendants were crew of deep sea fishing junk No. 5,968, the master (or mistress) of which is a woman. There was also on board a creditor of the owner of the junk, who from all accounts, was resident on board as a "bailiff" until such time as his debt was paid. The defendants laboured under the impression that he was a wealthy man, and as the junk was sailing through the Lyseum-mass, armed with a chop-pan and a bar of wood they approached him and demanded money. He informed the defendants that he had no money, whereupon they assailed him, the man with the chop-pan seriously damaging his right shoulder and left arm. The case was remanded until the 21st inst.

TELEGRAMS.

[REUTER'S SERVICE.]

AMERICA AND JAPAN.

LONDON, 12th February.

The arbitration treaty between America and Japan has been signed at Washington.

THE WAR.

[REUTER'S SERVICE.]

WARSHIPS AND GUNS FOR JAPAN.

LONDON, 11th February.

The Telegraph's Tokyo correspondent wires that orders for four battleships have been placed in England, also contracts for half a million sterling worth of guns.

THE BALTIC SQUADRON.

LONDON, 11th February.

Reuter's Port Louis (Mauritius) correspondent wires that arrivals from Nossi Bé, Madagascar, report the Russian Baltic squadron still there. A conflict has arisen between Admiral Rozhdestvensky and the German companies supplying only the Admiral wishing the colliers to follow the fleet, but they refuse on account of too close proximity to the Japanese.

THE HOLLYWOOD ROAD
HOLocaust.

STATEMENTS OF THE PRISONERS.

Chan Chung and Tang Hop were again placed before Mr. H. H. J. Gompertz at the Police Court yesterday afternoon, to answer charges of murder and arson preferred against them in connection with the fire which occurred at Hollywood Road some weeks ago. Mr. F. J. Badeley, Captain Superintendent of Police, prosecuted. P. C. Chan Yeuk declared: Shortly after two o'clock I passed No. 168, Hollywood Road. I had walked on for about three minutes when I heard Police whistles. There were no signs of fire when I passed No. 168. I went back when I heard the whistles, and saw that the place was on fire. It was burning too fiercely for me to try to put it out.

Dr. Hunter, recalled: When I examined the bodies they were not identified by any relatives, but Inspector Gourlay was there, and gave their names.

Cheung Pang-on, Sergeant Interpreter, gave evidence as to charging the prisoners in the Charge Room at the Central Station, after which he cautioned them in the usual way, when they made the following statements:—Chan Chung, in answer to the charge of arson, said: "I have nothing to say." In answer to the charge of murder he said: "I was asleep on the counter at the time of the fire. A kerosene lamp falling down woke me up, when I ran out into the street, where I called out 'Fire.' I was then arrested and taken to the Central Station. A lamp was hanging from the middle of the ceiling. When I went to bed I blew it out. On the 25th November, Tang Wai Su engaged me to work for him. I did not set fire to the house, and do not know how much kerosene was stored in the shop."

Tang Hop, in reply to the charge of arson, said: "I have nothing to say." In reply to the charge of murder, he said: "I did not set fire to the house. The heat from the fire woke me up, Chan Chung got up first. I ran out into the street, where I was arrested. I did not hear any explosion. I went to bed at 10 p.m. on the night of the fire, blowing out all the lamps in the shop. That night, I was wearing the same clothes as I have on now. I ran out of the shop carrying a pair of shoes in my hands. There were no empty kerosene tins in the shop on the night of the fire, neither were there any lights."

Chief Chinese Detective, In Po, recalled: On the night of the fire the defendants were wearing the same clothes as they are wearing now. The second defendant had no shoes on. From the appearance of their eyes, they did not look as though they had been asleep.

His Worship committed the defendants for trial at the next Criminal Sessions.

LAST NIGHT'S FIRES.

At about 8.30 last evening the Fire Brigade answered an alarm from No. 117, Wellington Street; but it turned out to be only a chimney on fire.

Fire broke out on the second (top) floor of No. 89, Queen's Road West, a medicine shop, at about 10.3 p.m. Mr. Lenaghan, employed at the Western Hotel, an ex-policeman and ex-Fire Brigade man, ran out a "despatch box" from the Ko King Theatre. He was assisted by two other civilians, Messrs. G. H. Dell and Anderson, and they kept the fire under till the Brigade, under the Chief Inspector of Police, arrived. The fire, consequently, was put out in a very short time. The top floor, which was empty, was burnt, and a part of the roof. The goods in the shops below were damaged by water. The premises are insured for \$1,500.

The Ceylon Times says that Messrs. Mann and Hutchinson, the scientific officers of the Indian Tea Association, have published an illustrated report on tea blight. Red rust is responsible for a loss in some gardens of 20 per cent. of the crop. A contributory cause is said to be the weakness of the tea bush. Suggestions are offered for increasing a vigorous growth, also in certain cases for the use of spraying to get rid of alga.

ROYAL HONGKONG YACHT CLUB.

RIGHT CLUB RACE, 12TH FEBRUARY, 1905.

The weather and wind for this race were rather peculiar; not an uncommon event in Hongkong. The morning opened dark and misty with light airs from the North and East. Just before 1 o'clock, it was almost a flat calm and several boats had great difficulty in reaching the starting line. At a few minutes past one, faint airs came from the North and West, those increased to half a gale at Green Island, but died away to a light breeze at the Trocas Rocks. The course was mark-boat off Green Island (starb) Trocas Rocks (port) mark-boat off Green Island (port).

CHAMPIONSHIP CLASS.

The Diana, Vernon, and Elephant made a good start, but the Aileen, only 200 yards away when the gun fired, did not cross till 9 minutes later, by which time the other boats catching the west wind were more than a mile away. Spinnakers were set at the start, but were taken in almost immediately, and sheets tightened down. The Vernon kept in the middle of the harbour in the strength of the flood tide, the other two kept to the Hongkong shore; the Vernon rounded the mark boat about 2 minutes ahead of Diana, and the Elephant had given up. Here there was a nasty choppy sea, but in reaching down to the Trocas Rock smooth weather was found again. The Aileen far behind, tried for a fluke and went round the North side of Stonemotters, but did not score thereby as the wind was faint there also. The Diana came back north of Stonemotters and Vernon south, and on reaching the mark-boat again the Vernon was about a minute ahead. Vernon gybed round and carried away her lee runner, but Diana did not like to try it in the strong wind and heavy sea and stayed behind. It seemed to be Vernon's race but on the run home she carried away her spinnaker and Diana caught her up and won by a few seconds. Times.

Yacht	H. M. S.	Time
Diana	3	5 58
Vernon	3	6 20
Aileen	3	19 52

ONE-DESIGN CLASS.

Bonito and Min took the lead on the way down to the mark-boat, the Bonito going very well against the choppy sea, and bring the first to round, on the reach to Trocas Rock however, the Colleen took first place and kept it to the end. Kathleen and Min were not going as well as usual, and would probably have done better with a reef down, as they would not steer. Colleen and Bonito stayed round the Green Island mark-boat the second time, but Min tried to gybe round. In doing so however she came up into the wind too fast and fouled the mark-boat. Kathleen in rounding, carried away her tiller and came home with the rudder rigged up on the rudder head. No change took place in the run home. Times.

Yacht	H. M. S.	Time
Colleen	3	16 50 17
Bonito	3	18 5 14
Kathleen	3	18 15 38
Min	3	19 59 27

The wind was fairly strong at the starting line when this class started. So much reaching and running suited the Alannah and Iris, both of them being shallow-bodied boats and making only slight transverse waves. The Alannah was in fact, faster round the course than any other boat. The Chanticleer did not finish.—Times.

Yacht	H. M. S.	H. M. S.
Alannah	3	24 50 3 24 50 (2)
Iris	3	30 0 3 23 0 (1)
Dorcas	3	35 30 3 26 30 (3)

CORRECTED.

FOOTBALL.

H.M.S. "TAMAR" V. H.M.S. "CENTURION."

A match in connection with the Hongkong Football Shield was played at Happy Valley yesterday afternoon between H.M.S. Centurion and H.M.S. Tamar. The teams were as follows:—

H.M.S. Tamar:—Allen, goal; Denman and Taylor, backs; Bateman, Bartlett and Quinney, halves; Harding, Robinson, Lewis, Skipton and Thomson, forwards.

H.M.S. Centurion:—Scudd, goal; Pearce and Bradley, backs; Williams, Loyle and Dyer, halves; Dent, Riley, Bartleman, Palmer and Fernsby, forwards.

The Tamar commenced with eight men. About five minutes after the start Skipton, the Tamar forward, was hurt about the ankle, and obliged to retire. The three Tamar men short then arrived. The Centurion had the best of the play. Riley scored two goals in succession. Robinson scored, and then Thomson scored. This made two goals all. Immediately after the latter goal was scored the Centurion got away and Bartleman scored. The position at half-time was three goals to two in favour of the Centurion. The latter team had most of the play in the second half, though the game was not by any means altogether in their favour. The Tamar put up a very good fight. Four of the regular Tamar men, it may be mentioned, are playing for the Naval Yard, and therefore cannot play for their ship. Bartleman scored two more goals, heading the ball in for the last.

Results.—H.M.S. Centurion, 5; H.M.S. Tamar, 2.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 11.55 a.m. the barometer has risen throughout China and in northern Japan, and fallen in the neighbourhood of the Loo-Choo Islands.

A shallow depression exists in the southern part of the Eastern Sea moving towards the east. Gradients are rather steep on both the east and south coast of China and strong N.W. winds will prevail in the Formosa Channel and strong N. to N.W. winds in the northern part of the China Sea.

Forecast:—Strong N. to N.W. winds, fair.

"THE DIRECTORY AND CHRONICLE FOR 1905."

The 1905 edition of the "Directory and Chronicle," annually published at the office of the Hongkong Daily Press, constitutes the forty-third issue of the volume which has grown from a little book of less than 250 pages to a portly tome of over 1750 pages. The book is so familiar to business men in every port and city in Asia in which European and American commercial houses are established—from Netherlands India to Vladivostok—that a detailed description of its general features is unnecessary, except perhaps for new arrivals, who will find a catalogue of its contents in the advertisement appearing in another column.

It may be useful, however, to indicate some of the additions which have been made to the "Chronicle" section of the book which comprises the texts of all the most important treaties concluded with the countries of Eastern Asia during the past half century, Customs Tariffs, Trade Regulations etc. Included in the present volume are the new Commercial Treaties made by China with Great Britain, Japan, the United States and Portugal; also the Emigration Convention between England and China; the treaty concluded last year between France and Siam; and the British Treaty with Tibet. Other useful additions are the Chinese Trade Marks Regulations, and also those relating to Mining and Railway concessions. Local shipping men will note an abstract of the Hongkong Pilots' Ordinance and the scale of fees pilots are entitled to charge. These constitute the principal additions to the book.

As regards the Directory section there is little to be said apart from the fact that the descriptions of the colonies, ports and settlements, including the trade statistics of each, have been carefully revised. So many changes occur each year in the foreign communities of the East that the work of revising the lists of names is a very onerous task indeed, and amply demonstrates the necessity for the annual publication of the Directory. Hongkong is the only new port added this year, and the list of residents is prefaced by a very interesting description of the new trade centre. No list of residents at Port Arthur is given for the sufficient reason that none was obtainable, owing to the siege of the fortress by the Japanese army. The uncertainty as to the fate of Vladivostok is doubtless responsible for an imperfect revision of the list of residents in that city. A Diary of the War included in the book, brings events down to the end of the year 1904.

It is interesting to note that the alphabetical list at the end of the book contains upwards of 18,000 names, and the separate alphabetical list of Protestant missionaries in China, Japan and Korea contains upwards of 3,000 names. The excellent maps which are revised and corrected every year, are a valuable feature of the large edition, and for the rest it may be said that everything is done by the publishers to maintain the position which this work of reference has earned as the principal and acknowledged authority for commercial and professional men in China, Japan, Korea, Straits Settlements, Indo-China, the Philippines, Netherlands India and elsewhere in Asia.

HONGKONG ICE CO. LTD.

ANNUAL MEETING.

The twenty-fourth annual meeting of this Company was held at the offices of Messrs Jardine Matheson and Co., Polder Street, yesterday afternoon. There were present:—Hon. W. J. Gresson (Chairman), and Messrs. W. Paine (Manager), F. Dow (Secretary), W. Dixon, H. P. White, F. Smyth, D. Clark, C. Mooney, T. Forrest, A. Rodger, A. B. Smith, W. A. C. Craikshank, B. Layton, C. W. May, Ho Fook, Ho Kum Tong and Lo Kum Shui (shareholders).

ANNUAL REPORT AND ACCOUNTS.

The CHAIRMAN, in moving the adoption of the annual report and accounts, which have already been published in these columns said:—GENTLEMEN.—With your approval I propose to take the Report and Accounts as read. The receipts for ice as compared with the year 1903, show a decrease of about \$7,800, the major part of which is traceable to the absence of Japanese steamers; on the other hand I am pleased to say revenue received from Cold Storage exceeds that of 1903 by \$1,300 and from this branch of our business, the prospects of which appear to be satisfactory, we look for increased earnings in the future. Turning now to the other side of the Account, under the heading of Salaries, Wages and General Trade expenses there has been a saving of \$9,000. The New Machine referred to at the last meeting was completed in July, and has since been working satisfactorily. In order to ensure our keeping pace with demand it has been necessary to order seven new ice boxes, and at no distant date it is hoped calls on our Cold Storage will necessitate the installation of the two rooms already built for that purpose. With this outlook to face, and also bearing in mind the possibility of opposition which is ever before them, your General Managers have considered it prudent to appropriate a further sum of \$25,000 for contingencies, and this will I trust commend itself to you. If any shareholder wishes to ask any questions I will be pleased to answer them.

MR. DIXON had great pleasure in seconding the very successful report drawn up. He considered they occupied a very enviable position in that they had about \$120,000 in the bank—a position such as few companies in the East were in. Their manager was not only a competent engineer, but a very shrewd business man as well.

RE-ELECTION OF AUDITOR.

MR. SMYTH proposed the re-election of Mr. Thomas Arnold as auditor.

MR. RODGER seconded the proposition, which was carried unanimously.

The CHAIRMAN—That concludes the business gentlemen. Dividends will be ready to-morrow on application.

SUPREME COURT.

Monday, 13th February.

IN ORIGINAL JURISDICTION.

BEFORE SIR B. H. BEARLEY (CHIEF JUSTICE).

THE YAN CHEUNG FIRM V. THE SAN YEE CO., LTD.

This is a claim for \$11,991 damages sustained by the plaintiff firm, of Bonham Strand West, on account of the defendants' non-delivery of yarn. The defendants carry on business in Des Vaux Road.

The Hon. Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the plaintiff firm; and Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (for Messrs. Johnson, Stokes and Master) for the defendants.

The Hon. Mr. Sharp, in opening, said:—There are seven contracts between the plaintiffs and the defendants; and this action is to recover damages for non-delivery of yarn under these seven similar contracts of sale. The plaintiffs show that these contracts were made on three dates close together, the 8th, 17th and 20th of December 1903. The first of these contracts is for 200 bales, at \$109 per bale, of which the plaintiff got 167 bales only; and 300 bales at a slightly advanced price, \$109½, which the defendants were unable to deliver in any port. On the 17th December there were five contracts. Altogether these added 700 bales which the plaintiffs were unable to deliver; and on the 20th December there was one contract for 500 bales which the defendants did not deliver. So there was a total of 1,700 bales of which the defendants have only delivered 167, leaving 1,533 still due. The contracts were expressed to be for cargo in godown, but, as it turned out, the defendants had only "paper cargo," and nothing, or at any rate no great amount in the godown. That is to say, the defendants entered into the contracts for the sale of yarn while they had not got, specializing on the state of the market when they should have to deliver, and the market went against them. The price rose, and the defendants were unable or unwilling to meet their obligations. They were unable to go into the market and buy this large amount of yarn, in order to satisfy the plaintiffs, at the contract price. We shall prove a rise in the market after the date of the contract. In January 1903 the market price was about \$116 per bale, a very considerable rise from \$109 per bale. In the middle of February there was a slight relapse on account of the war. In the middle of March the price was again \$116½ and before the end of March it was \$129. Thence to the time of the issue of the writ, I do not understand it had fallen below \$120 but it might have gone down a little, to \$119½. And this, as we shall show, is the cause of the trouble. It is important to observe what is the usual way of getting delivery under such contracts. We shall prove that when the buyer wants instalments of the goods he writes delivery orders on the seller, and the seller gets a godown warrant—that is with godown cargo. The goods were expressed to be actually in the godown, and the buyer gets his goods on the spot.

His Lordship.—Is your case that the defendant is not bound to deliver unless asked for delivery? Counsel—Yes, that is so. Just a few important instances.—Five days after the first contract was made, on the 18th December, 1903, we demanded delivery of 108 bales, by sending a delivery order; and tendered the money for them at the contract price, \$109. The defendants had no goods or said they had none in the godown. On this point it is rather important to mention that the defendants gave our messenger an order upon two other merchants with whom they said they had contracts. Our messenger went to the shop of these two other merchants, and the orders were dishonoured. The defendants consequently returned to the plaintiffs the plaintiffs' original order. I shall prove that a very large number of similar requests, altogether about thirty, for delivery of goods, were made during the next few weeks. Sometimes the defendants delivered a little yarn, and these small amounts totalled 167 bales altogether. Generally the defendants said they had none. They said that they expected yarn; it was coming; they would have it soon. This ran on till March; and the final demand by the plaintiffs was on the 11th April, when they were tired out. Regarding the contracts, delivery was, according to the usual custom, to be on demand during three months. As two blanks were left in the form of contract, the custom applies. The contract is headed "Godown goods." With goods not applied for till after the expiration of three months \$5 is charged on each bale of yarn. That is, if we do not demand delivery within three months, we have to pay \$5, and godown rate then onward runs at our expense. Sixty cents per bale per month, or two cents per day, is the customary rate charged after the expiration of three months to cover godown expenses, insurance and interest. The position is this:—the seller undertakes that the goods are in his possession deliverable on demand; and the buyer is in a position that he may take delivery at any time within three months without further charge, and if he does not take delivery within the three months, and the seller continues to hold the goods for him, then the buyer will become liable for the charges I mentioned. The buyer cannot, though, be held liable for these extra charges if the seller has not got the goods, as is the case for the defence. The seller cannot charge him insurance etc. for goods he has not got.

His Lordship.—The requirement to pay a deposit shows that the goods must be there.

Counsel—Yes, he says "Very sorry, I have not got the goods; you can break the contract, if you like." Can he then charge insurance and

godown expenses? On the 3rd March there was an important interview between the parties. On that day the manager of the plaintiff firm and several other merchants similarly situated, unable to get yarn out of the defendants called on the manager of the defendant company, and requested him to deliver yarn for the thirtieth or fortieth time. The defendant managing partner explained that they could not deliver, as their own vendors, Yunnan merchant, had made default under contracts with them. He then said they hoped to be able to deliver in a few days, and proposed to the plaintiff manager that he should take over these contracts (with the Yunnan merchants) instead of the yarn. This offer was declined, because the plaintiffs had already had every order on these same merchants dishonoured—orders by the defendants—and knew that the defendants would have got delivery long ago if the goods were obtainable. The cargoes were in fact "paper cargoes." Subsequently the broker went round to the merchants and found in fact they had no yarn. On the 4th March, the following day, the broker, Chan Pan San, obtained a list from the plaintiffs of all the yarn due under the contracts and took it to the defendants for their perusal. On the 9th March there was another important interview between the parties. The managing partner of the defendant company had had the list and invited the plaintiff manager and other merchants to dinner at a restaurant. The defendant had a friend of his own and all the rest present were merchants in the plaintiffs' position. The matter was fully discussed at that dinner and the defendant admitted liability, as always he had done, but said they could not deliver. The plaintiffs' manager asked the defendant to buy from the so-called foreign firms, as there was plenty of yarn in the Colony, though, of course, the price was up. The defendant declined saying that he hoped to have yarn in a few days. After this dinner the parties were in almost daily communication through the broker. The plaintiff continually requested delivery, as they wanted yarn, and the defendants constantly procrastinated. On the 1st April the plaintiffs asked for 99 bales, and the defendants, as usual, said they had none; but they said that some friend of theirs, the Kwong Loong Chung, had 25 bales. Therefore the plaintiffs reduced the delivery order and made out a fresh one for 25 bales, and the defendants then gave them an order on the Kwong Loong Chung for 25 bales. This order, as usual, was dishonoured. The Kwong Loong Chung had not any, so the defendants returned the original delivery order. On the 11th April, I pass over other requests, the final demand was made. The plaintiffs being tired of waiting, a clerk went to Mr. Hastings, and then that same morning, accompanied by Mr. Hastings' clerk, went to see the defendants, and demanded a number of bales under the contract dated the 8th December. The man said he had not got any, and wanted them to take over the contracts of other merchants; he had no yarn. Thereupon Mr. Hastings wrote a formal demand and threatening action, and the forbearance the plaintiffs had hitherto shown ceased. The importance of this is that it not only shows the date the plaintiffs' forbearance ceased, but that the defendants up to this time did not make any suggestion of non-liability. This suggestion, mentioned for the first time in a letter from Messrs. Johnson, Stokes and Master, clearly emanated from a lawyer's clerk.

His Lordship.—It comes to a question of fact. Was the defendant asked and did not deliver, or was it that the plaintiffs did not ask? Counsel—That is so; and if a buyer at a seller's request temporarily forbears to insist on the delivery, the damages ultimately for non-delivery are calculated on the market price when the buyer withdraws his forbearance. The plaintiffs did so when they refused to grant further indulgence, when their clerk went to the defendants with Mr. Hastings' clerk. We could have commenced an action every time they refused, but took it as a request and forbore as they said they expected goods in a few days. The questions for Your Lordship, I submit, are only two and very simple:—

1.—Did the plaintiffs demand delivery of the goods in these contracts? I will prove that they did constantly and the defendants constantly procrastinated. The defendants submit that the plaintiff, holding these highly favourable contracts, abandoned all rights. There can be no doubt that they were highly favourable contracts, owing to the rise in the market.

2.—Did the market price rise after the date of these contracts? We shall prove that it did and immediately after, and very considerably. The defendants deny any rise at all, but I think the evidence on these questions can only be answered in the plaintiffs' favour, and that the plaintiffs will be entitled to judgment.

Evidence was led.

The case was adjourned.

HOCKEY.

33RD. BURMAS (2) V. 114TH MAHARATTAS (1). A semi-final Hockey Shield match was played at Happy Valley yesterday between the 33rd Burmas' second team and the 114th Maharattas' first team. It was an excellent game, resulting in a win for the Burmas by 5-4.

H.K.H.C. V. H.M.S. "HOGUE."

This was a later match. The teams were:—H.K.H.C.: Gray, goal; Murphy and Gregory, backs; Chater, Wilson and Parker, halves; Boyd, Ogle, Stevens, Bird and Gibson, forwards.

H.M.S. Hogue:—Venables, goal; Cleveland and Walker, backs; Woodward, Malby and Fernand, halves; Bush, Robertson, Gresson, Andrew and Sullivan, forwards.

At half time the score was 3-1 in favour of the Club, and the Club scored the first goal in the second half. The Hogue then scored six goals in succession.

Result:—H.M.S. Hogue, 7; H.K.H.C., 4.

MARINE MAGISTRATE'S COURT.

Monday, 13th February.

BEFORE HON. CAPT. L. A. W. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

OBSTRUCTION.

Kwok Ho, owner of cargo boat No. 115, Chan Ngan, owner of cargo boat No. 562 and Chan Hing, owner of cargo boat No. 114 were charged with wilfully disobeying the lawful orders of the Harbour Master in Victoria Harbour, in that they did cause obstruction by laying alongside the Praya wall between Blake pier and Douglas wharf while empty. As the defendants had no excuse to offer they were each fined \$1.

OBSTRUCTING A RACE.

L. S. Counsell of the Water Police charged Wong Shing, owner of rowing boat No. 3369 with wilfully disobeying the lawful orders of Harbour Master on the 11th instant in that he did attempt to cross the regatta course, just as a race was about to start.

Defendant stated that no race was going on when he attempted to cross the track. He did not cross it.

A fine of \$2 was inflicted.

IMPEDING A SHIP'S PROGRESS.

Malcolm Robertson, Master of the British Steamer *Sandhurst*, charged six of the crew with impeding the progress of a voyage by refusing to proceed to Japan without just cause, since the 11th instant, in Victoria Harbour.

R. M. Robertson deposed:—I arrived here on the 11th inst., and received orders from the agents, Messrs. Dodwell and Co., to proceed to Saiboo. On returning on board I found the crew in possession of this news, and at 8 p.m. the defendants came to me individually and satly refused to proceed to Japan.

By the Court: They gave me as a reason that the ship was carrying contraband, I am carrying coal to Saiboo.

Witness continuing: I reported the circumstances to the Deputy Shipping Master who came on board my ship the following morning and endeavoured to persuade the crew that by the terms of their agreements they were compelled to proceed. I brought the men before Your Worship this morning, in your office, when they received similar advice to that given by the Deputy Shipping Master.

Asked by the Court what they had to say, R. Umbin, the quartermaster, stated: I have made up my mind that under no circumstances will I go to Japan.

The other defendants said the same.

His Worship, in summing up, said:—Your case is quite unlike any previous one I have dealt with, in connection with the carrying of contraband. Hitherto there has been demand on the part of certain crews owing to their vessels proceeding to belligerent ports, where a certain amount of risk was attached to the service. In these cases this fact has been given due consideration. In this instance, however, it has (previously to your being brought into Court), been very fully explained to you that in proceeding to Saiboo you are at the present time under no risk whatever. By the terms of your agreement you have no right to refuse, and if you persist you will simply be laying yourselves open to punishment. I will give you a final opportunity to change your minds, and if you declare your willingness to serve, I have no doubt the Master will withdraw the charge.

The men proved obdurate, and His Worship sentenced each of the defendants to two months' imprisonment.

A CONTRABAND CARGO.

Captain John Moodie of the British steamer *Egmont Castle* presented fourteen of his crew for refusing to go on a voyage to Saiboo in Japan with a cargo of coal.

John Moodie deposed: We arrived here on the 11th instant for orders, but found they had not been received. On returning on board that afternoon several of the crew asked me where the ship was going. On being told that she was probably going to Japan, the defendants present refused to proceed.

By the Court: The men assigned no reason for not proceeding to Japan. I am carrying coal from Cardiff. I did not know of its destination until arrival here.

T. Jorgeson, speaking on behalf of the defendants, said: Japan is a power at war, and by going there we are liable to lose our effects, as coal is contraband of war.

Another defendant stated that they could not get fresh water on board, and the provisions were very bad.

A third defendant said he did not sign for Japan.

The Captain then produced the Articles of Agreement, showing where the signatures of defendants were attached. The service on the Articles included Japanese ports.

J. Jorgeson, to the Court: We wish it to be understood that this is not a charge respecting the provisions, but that we are not willing to proceed to Japan.

Each of the defendants in turn was then given the opportunity to return to his work, but only one took advantage of it.

His Worship: This is the second case of a similar nature I have had to deal with to-day. I regret to have to record the fact that men are to be found willing to prefer punishment to undertaking a voyage which the promptings of a fearful heart magnify into one of a risk which does not exist. I explained this so fully to you when you interviewed me in my office, that nothing remains for me but to punish you for the offences for which you are being presented. You are each sentenced to a term of two months' imprisonment, and should your vessel return to Hongkong before the expiration of your sentence, you will be reshipped on board of her.

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PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

WAR PARAGRAPHS FROM HOME PAPERS.

The *Pall Mall Gazette* says: It is evidently thought that a section of French opinion is ripe for a good scare upon "Xenar Peril" lines, or that something desperate must be done to stimulate the philo-Russian enthusiasm upon which the disasters of the war have cast a damper. The remarkable document which the *Echo de Paris* publishes will be read with undoubted interest and curiosity. It purports to be a confidential communication from Baron Kodama, the Governor of Formosa, to the Japanese Government, on the order of the steps to be taken in the acquisition of a world-wide (or is it only a Pan-Asiatic?) dominion. Manchuria should be swallowed first, then French Indo-China, and the rest of the dish, apparently, according to taste and convenience. Needless to say, the Japanese Government did not directly confide their ambitions to the *Echo de Paris* for its correspondence. The memorandum was translated, for some occult reason, from Japanese into English, and thence into the form which is intended to jar Nationalist nerves to their fullest susceptibility. The history of the document on its way from Formosa to France is (as it is likely to remain) "wreath in mystery." But it was high time that the Syrian sensation had a successor.

The St. Petersburg correspondent of the *Standard* says: Rumours are current that General Kuropatkin may be recalled. The Court, the army, and the nation are undoubtedly dissatisfied with his policy of inactivity during the winter, which has always been Russia's best friend in time of war. It is even reported that General Kuropatkin may be superseded by General Sukhomlinoff, who is at present in command of the 11th Army Corps. The marine insurance market reporter of the *Times* says: A considerable number of steamers with cargoes from the Pacific ports of the United States for Vladivostok have been coming forward during the past few weeks, and the number tends to increase. It is thought that the Russians are making a great effort to relieve the Siberian Railway, and to supply their Manchurian army as much as possible from overseas via Vladivostok. Most of these cargoes consist of provisions. The rates paid to cover the risks of capture are usually 25 guineas per cent., with a return of 5 guineas if no claim arises, but higher rates have been paid in some cases where underwriters were very full. These cargoes and steamers are being insured as far ahead as March sailings, but as the power of the Japanese to interfere at their pleasure is generally admitted, the more prudent underwriters are severely limiting their commitments.

The *Globe* has these items: According to the *Echo de Paris*, it is reported in St. Petersburg that Russia has purchased from a third Power an islet in the Indian Ocean, to serve as a base for Admiral Rozhdestvensky, and that he will there await the Third Squadron.

The Aberdeen liner *Morea*, which arrived at Plymouth Jan. 14th reports passing an unknown fleet of eight warships in the Bay of Biscay. The vessels were sailing south-west. Admiral Alexioff has, according to a *Journal* telegram, been appointed Hon. Admiralissimo of all the Russian Fleet, and thus renounces any other pretensions he may have entertained. He will leave Russia at once.

RUSSIA'S FOREIGN CONTRACTS.

The last contracts offered by the Trans-Siberian Railroad are for 140 locomotives, to cost between £3500 and £4000 each. Prince Khilkoff, Minister of Railways, is now (Jan. 12) in Paris in connection with other large orders for material for his departments. Representatives of English locomotive makers, which include the chief Leeds and Glasgow makers, find that political antagonism handicaps them greatly in competition with German and French firms.

A recent consignment of Cardiff coal sold to German agents for £20,000 was delivered to the Russians at Libau for £100,000. This is hitherto the extreme of the enormously profitable transactions the Germans have carried through as middlemen in Anglo-Russian contracts.—*Standard*.

KING LEOPOLD'S JAPANESE PALACE.

King Leopold has just (Jan. 10) taken possession of the new Japanese Palace which has been building for him in the Royal Park at London during the last four years. When visiting the Paris Exhibition of 1900, his Majesty greatly admired the "Tour Japonaise"—one of the architectural marvels of the French World's Fair—and conceived the idea of reproducing it. A French architect (M. Marcel) was charged with the work, which has cost about five million francs.

The Palace is built in genuine Japanese style. It is divided into several wings. Each of them contains half a dozen finely-decorated drawing-rooms. The furniture, the ornaments, the sculptures, the paintings, the screens, and the roof were executed at Tokio by the best Japanese artists. The principal "salon" looks like a Japanese museum, and is ornamented with many wonderful pictures representing scenes of Japanese life. More than two thousand electric lights illuminate the Palace, where the King intends giving some gorgeous receptions in honour of the Shah of Persia, who will be his guest in the course of next summer.—*Standard*.

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer *Princess Alice*, carrying the German mails with dates from Berlin of the 17th Jan., left Singapore on Saturday at 8 a.m., and may be expected here to-morrow.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 3 a.m. on Sunday, the 12th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. to-morrow. The C.P.R. steamer *Empress of India* arrived at Nagasaki at 9:30 a.m. on Monday, the 13th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 p.m. to-day.

The C.P.R. steamer *Athenian* left Vancouver on Wednesday a.m., the 8th inst., for Hongkong via the usual ports of call.

The E. & A. steamer *Eastern* will due here to-day, p.m., from Australian ports via Manila.

The A.L. steamer *Marquis de Sade* left Singapore for this port on the 12th inst.



IND COOPE'S ALE

PER CASE OF 8 DOZEN PINTS... \$16.00

BASS' LIGHT GRAVITY

PER CASE PINTS... \$18.00

BASS' BOAR'S HEAD

PER CASE PINTS... \$26.00

IND COOPE'S STOUT

PER CASE PINTS... \$18.50

GUINNESS' STOUT

PER CASE PINTS... \$24.00

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

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THE LATEST MODEL

TALKING MACHINES AND RECORDS.

OWN MAKE

UPRIGHT

IRON GRANDS.

PIANO PLAYERS.

\$300 UPWARDS.

BABY GRANDS

ONLY 5 FEET LONG of the very finest Construction, occupying the space of a Cottage but possessing the TONE AND FINE APPEARANCE OF A FULL GRAND.

20% OFF MUSIC ORDERS OF \$5.

Hongkong, 2nd February, 1905.

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DENTIST.

Latest American Methods.
Reasonable Fees.

No charge for examinations.
Office hours 9 a.m. to 5 p.m.

1st FLOOR, WATKINS' BUILDINGS
31, Queen's Road Central.

Hongkong, 19th October, 1904. 58

NOTICE

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Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

WANTED.

REQUIRED immediately by one of the Largest American Concerns in the East, a SMART, ENERGETIC GENTLEMAN, with connection amongst companies and men of influence. Must be a native of Hong Kong. Salary of secondary consideration to suitable applicants. Apply by letter in the first case to "AMERICAN," G.P.O., Hong Kong.

Hong Kong, 14th February, 1905. [449]

TO LET.

NO. 33, MORRISON HILL ROAD, commodious New Building admirably suitable for European families. Rent extremely moderate. Apply to—LAM CHAI CHUEN, Comptroller Department, A. R. Marty, No. 20, Des Vaux Road.

Hong Kong, 14th February, 1905. [450]

PUBLIC AUCTION.

THE Undersigned has received instructions from the Registrar of the Supreme Court, to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 15th FEBRUARY, 1905, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Le Honeur Street), SUNDRY HOUSEHOLD FURNITURE, &c. &c.

Hong Kong, 14th February, 1905. [451]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, MONDAY, the 20th FEBRUARY, 1905, commencing at 11 A.M., at the Hong Kong and Kowloon Wharf and Godown Co.'s Godowns, West Point, (FOR ACCOUNT OF THE CONDEMNED), 4,235 Bags WHITE RICE, 40 Bags SUGAR CANDY, 100 Bags SUGAR.

Hong Kong, 14th February, 1905. [452]

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Hong Kong, 14th February, 1905. [462]

PUBLIC AUCTION.

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATON APCAR," Captain E. Foy, will be despatched for the above ports on SATURDAY, the 18th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSON & CO., LD., Agents.

Hong Kong, 13th February, 1905. [435]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th inst., will be subject to rent.

All Claims against the Undersigned must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hong Kong, 13th February, 1905. [448]

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," Leaving arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, To-day, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st inst., at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, BREMEN.

MELCHERS & CO., Agents.

Hong Kong, 13th February, 1905. [454]

IMPERIAL GERMAN MAIL LINE.

NORDDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS ALICE," Captain P. Witten, due here with the outward German Mail about WEDNESDAY, the 15th inst., will leave for the above places about 12.24 hours after arrival.

For Further Particulars, apply to NORDDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hong Kong, 14th February, 1905. [455]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI AND YOKOHAMA.

THE Steamship "EASTERN," Captain H. Ellis, will be despatched as above on THURSDAY, the 16th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To secure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hong Kong, 13th February, 1905. [446]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAINAN," Captain Robson, will be despatched for the above port on THURSDAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAIRDALE & CO., General Managers.

Hong Kong, 14th February, 1905. [453]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship "FURNEA," Captain Pearson, will be despatched as above on SUNDAY, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hong Kong, 13th February, 1905. [447]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship "MARQUIS BACQUEHEM," Captain Rassech, will leave for the above places on THURSDAY, the 21st inst., at NOON.

For Freight or Passage, apply to SANDELL, WHEELER & CO., Agents.

Hong Kong, 14th February, 1905. [463]

PRINCE'S BUILDINGS.

HONGKONG, 14th FEBRUARY, 1905.

[464]

[465]

[466]

[467]

[468]

[469]

INTIMATIONS

THEATRE ROYAL.

TO-NIGHT (TUESDAY),

FEBRUARY 14th, 1905, at 9 P.M.

FRIEDENTHAL.

SECOND RECITAL

GIVEN BY THE

EMINENT PIANIST

HERR ALBERT

FRIEDENTHAL.

PROGRAMME:

SONATA op. 35. Chopin.

RAINDROP PRELUDE, &c. Chopin.

SPINNING SONG & TANNAHAUSER MARCH.

MENDELSSOHN, GRIEG, BRAHMS, CORELLI.

Liszt, &c. &c.

The Plan is opened at the ROBINSON

PIANO CO., LD.

Hong Kong, 8th February, 1905. [333]

HONGKONG PHILHARMONIC SOCIETY.

A CONCERT will be given by the above

Society in the THEATRE ROYAL on

THURSDAY 16th February at 9 p.m. under

the distinguished patronage of His Excellency

the Governor. The Programme will consist of

ORCHESTRAL PIECES, SOLOS and the

Naval Cantata "THE REVENGE," Tenor-

son's Poem set to music by C. V. STANFORD,

performed by the Choir and Orchestra.

Tickets price \$3, \$2, and \$1 obtainable at the

ROBINSON PIANO CO.

Hong Kong, 9th February, 1905. [413]

HONGKONG BOAT CLUB.

AN EXTRAORDINARY GENERAL

MEETING will be held in conjunction

with the Hong Kong Yacht Club TO-DAY

(TUESDAY), 14th February, at 6 P.M. at

the Hong Kong Hotel.

BUSINESS:

To Approve Amalgamation.

To Approve Book of Rules.

To Elect Officers.

E. H. CARPENTER.

Hon. Sec., H.K.B.C.

Hong Kong, 13th February, 1905. [438]

ROYAL HONGKONG YACHT CLUB.

AN EXTRAORDINARY GENERAL

MEETING will be held in conjunction

with the Hong Kong Yacht Club TO-DAY

(TUESDAY), 14th February, at 6 P.M. at

the Hong Kong Hotel.

BUSINESS:

To Approve Amalgamation.

To Approve Book of Rules.

To Elect Officers.

L. F. BROWN, Col.

Hon. Sec., R.H.K.Y.C.

Hong Kong, 13th February, 1905. [439]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,

AND SATURDAY (OFF-DAY),

21st, 22nd, 23rd and 24th FEBRUARY.

TICKETS OF ADMISSION to the

GRAND STAND and ENCLOSURE

may be obtained from Messrs. KELLY &

WALSH, LD., or at the Gate. Price \$7 for the

Meeting (excluding the Off-Day), or \$3 per day.

Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be

shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hong Kong, 13th February, 1905. [440]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of

the presence of the LADIES at the

GRAND STAND and ENCLOSURE during

the Races on the 21st, 22nd, 23rd and 24th

inst.

A Stand and an Enclosure will be reserved

for Members and Members' Wives and Families.

Tickets for which will be sent out with the

Members' Tickets after WEDNESDAY, 15th

inst.

All Tickets must be produced to gain

admission.

T. F. HOUGH,

Clerk of the Course.

Hong Kong, 13th February, 1905. [441]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the

ENCLOSURE of the RACECOURSE

during the Race Days WITHOUT TICKETS

which can be had on application to the Undersigned

before WEDNESDAY, 15th, and

MONDAY, 20th inst.

T. F. HOUGH,

Clerk of the Course.

Hong Kong, 13th February, 1905. [442]

NOTICE.

THE HONGKONG AND CHINA

GAS CO., LD., beg to notify the

Public that the PRICE OF GAS will be

REDUCED from \$3.50 to \$3.00 per 1,000

Cubic Feet as from the 1st February, 1905.

GEORGE CUBBY,

Local Secretary.

Hong Kong, 1st February, 1905. [357]

PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH

ORDINARY HALF-YEARLY

MEETING OF SHAREHOLDERS in the

Company will be held at the OFFICE of the

Company, No. 13 Bank Buildings, Queen's

Road Central, TO-MORROW (TUESDAY),

the 14th February, at 12 o'clock Noon, for the

purpose of receiving a report of the Directors,

together with a statement of accounts, de-

claring a Dividend, confirming the appointment

of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED from the 31st January to the

14th February, both days inclusive.

By Order of the Board of Directors,

T. AENOLD,

Secretary.

Hong Kong, 24th January, 1905. [364]

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN that the

ORDINARY HALF-YEARLY

MEETING OF SHAREHOLDERS in this

Corporation will be held at the CITY

HALL, Hong Kong, on SATURDAY, the

18th day of February, 1905, at Noon, for the

purpose of receiving the Report of the Court

of Directors together with a Statement of

Accounts to 31st December, 1904.

By Order of the Court of Directors,

J. R. M. SMITH,

34, QUEEN'S ROAD,

The **CHRONICLE** covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commission, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese

to stop it, or if any step is taken; it is a very
soulless one. Perhaps the women themselves
may raise the question of the indignity they
are put to, and for the sake of their children
the wonder is that the missionaries are doc-
trinaire. Why do they perpetuate a cruel
and unchristian custom from an unchristian
ethical law to favour it? Why are they shutting
their eyes tightly to a gross evil and allowing it to
pass year after year without bestirring them-
selves to overcome it? It is the severest and
most tangible criticism upon their work
that I have seen. It is a mark of the undevel-
opedness of their civilisation and their religious
yearns the mark of prohibitive ages or darkest
savagery.

THE TEA DUTY.

ENGLAND AND GERMANY.

With regard to various recent reports concerning Anglo-German relations between Great Britain and Germany, and the semi-official statement which was issued in Berlin, the *Telegraph* asks why, in the name of common sense and common humanity," should England as a Power never want to fight or even to menace Germany.

"There is absolutely nothing," continues the paper, "which the Emperor William III. has entrusted for United Germany—can call his own—of which we covet or covet violently, such as the Suez Canal, the Panama Canal, the world from China to Peru there is not a single inch of land flying the German flag that we either desire or desire to possess."

Commercial rivalry is more likely to increase than to diminish, but so long as it is pushed by legitimate means we shall not fight about it except in kind. "It-for-tat may be a stupid game, but it is a fair one. If our rivals write 'no admittance' over their business entrances, we are entitled to raise the same inscription over our own in the same manner. Our defence of the main roads on which we run our commercial vans must be regulated by the requirements of others. Our high road is the sea; if Germany expands its fleet, so must we; but our response is no more a provocation than the policy which evokes it."

Dodds' Dinner Pills will drive out the body's waste and poisonous matter, leaving the system sweet and clean, and the digestive organs unhampered by clogging impurities, so that they can do up with ease and speed the waste matter to their lo. This medicine does not gripe, and it is thoroughly good and reliable in any case of liver, stomach or bowel trouble—constipation, indigestion, biliousness, headache, sleeplessness, bad taste in the mouth, &c., &c., &c., &c. It is a pleasant and palatable medicine, and, by its use, you will keep well after your cure by Dodds' Dinner Pills: they are a strengthening as well as a cleansing medicine.

All the chief chemists and medicine-dealers sell Dodds' Dinner Pills, price 1/4d. for the box, or 6s. for a box; or the medicine may be had, post-free on receipt of price direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England.

73-17

Hongkong, 4th October, 1903.

Praya Central.

SHIPPING.

ARRIVALS.
 AMARA, British str., 1,400, J. Matlock, 13th Feb., Java 2nd Feb., Sugar—Jardine, Matheson & Co.
 COSTA, Italian str., 1,671, G. Solais, 13th Feb., Cardiff via Singapore 17th Dec., Coal—Order.
 EIDER, Norwegian str., 13th February, from Canton.
 EMPIRE, British str., 2,843, P. Helms, 13th Feb., Kobe 8th Feb., General—Gibb, Livingston & Co.
 GLAUCUS, British str., 3,590, A. D. Baker, 13th Feb., Shanghai 10th Feb., General—Butterfield & Swire.
 PRINZ SIGISMUND, German str., 3,300, D. Leuz, 13th Feb., Sydney 24th Jan., General—Melchers & Co.
 SANDHURST, British str., 2,763, Robertson, 12th Feb., Cardiff 26th Dec. and Colombo 27th Jan., Coal—Doddwell & Co.
 SIAM, British str., 383, R. Bann, 13th Feb., Manila 3th Feb., General Oil—Geo. McElin.
 TAISHUN, Chinese str., 1,216, Jamieson, 13th Feb., Shanghai 9th Feb., General—Chinsee.
 UGANDA, British str., 3,498, F. R. Gunningham, 12th Feb., Rangoon 31st Jan., Rice—Japanese.
 ULA, British str., 3,429, J. W. Livingston, 12th Feb., Rangoon 1st Feb., Rice—Jardine, Matheson & Co.
 VOLUTE, British str., 2,800, Halliday, 13th Feb., Palau 4th Feb., Koror 5th Feb., General—Arnold, Kerberg & Co.
 YUENSANG, British str., 1,129, P. H. Rolfe, 13th Feb., Manila 10th Feb., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 13th February.
 CHIAKIANG, British str., for Shanghai.
 GLAUCUS, British str., for Singapore.
 MONTAGNE, British str., for Shanghai.
 UGANDA, British str., for Kobe.
 ULA, British str., for Yokohama.

DEPARTURES.

13th February.
 AMARA, German str., for Portland.
 B. BERNARD, Norwegian str., for Foochow.
 JAPAN, British str., for Shanghai.
 KONGWAI, German str., for Bangkok.
 OSCAR II., Norwegian str., for Moji.
 SIAM, British str., for Shanghai.
 WONGKUI, German str., for Bangkok.

SHIPPING REPORTS.

The British str. Uganda reports: Strong N.E. monsoon.
 The British str. Siam reports: Strong monsoon and high sea.
 The British str. Yuensang reports: Strong N. and N.E. winds, cloudy and drizzly rain with rough sea.
 The British str. Empire reports: Weather overcast and cloudy throughout with moderate N.E. wind and sea.

VESSELS IN DOCK.

13th February.
 ABERDEEN DOCK—Chen Wei.
 KOWLOON DOCK—Hellas, Kailash Park, Dita, Hohenstein, Kaifeng, Kense, Cebu, Pollux, Macquarie.
 COSMOPOLITAN DOCK—Keongchi.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship

"HAICHING,"
 Captain Houghton, will be despatched for the above ports TO-DAY, the 14th inst., at 10 a.m.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers,
 Hongkong, 13th February, 1905. [43]

NORDDEUTSCHER LLOYD, BREMEN.
 IMPERIAL GERMAN MAIL LINE.

FOR KOBE AND YOKOHAMA.
 THE Steamship

"PRINZ SIGISMUND,"
 OF THE NORDDEUTSCHER LLOYD,
 Captain D. Leuz, will leave for the above places TO-DAY, the 14th inst., at DAYLIGHT.
 NORDDEUTSCHER LLOYD,
 MELCHERS & CO.,
 Agents,
 Hongkong, 13th February, 1905. [418]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania &c.)

THE Steamship

"EMPIRE,"
 Captain Helms, will be despatched for the above ports TO-DAY, the 14th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents,
 Hongkong, 2nd January, 1905. [221]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
 Captain J. G. Offitt, will be despatched for the above ports TO-DAY, the 14th inst., at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents,
 Hongkong, 9th February, 1905. [399]

REGULAR
 STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.

"SATSUMA" ... 20th Feb.
 "RICHMOND CASTLE" ... 4th Mar.
 "SAINT FILLANS" ... 17th Mar.

For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents,
 Hongkong, 1st February, 1905. [2839]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to Tard Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	CRUSAN	Brit. str.	—	H. W. Kennick, B.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP.	GLAUCUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP.	DOMINUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP.	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP.	ACHILLE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP.	MAISON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP.	KARLOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th April.
MARSEILLES, LONDON & ANTWERP, &c.	JAVA	Brit. str.	—	S. Harcham	P. & O. S. N. Co.	About 15th inst.
MARSEILLES, LONDON & ANTWERP, &c.	BUCENTAU	Brit. str.	—	Riton	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL.	POLYNESIAN	Freem. str.	—	Broe	MESSAGERIES MARITIMES	On 21st inst., at 1 p.m.
BUEEN, VIA PORTS OF CALL.	STENTOR	Brit. str.	k. w.	P. von Biber	HAMBURG-AMERIKA LINIE	On 18th Mar.
HAVRE, ANTWERP & HAMBURG.	ALBION	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
HAVRE, ANTWERP & HAMBURG.	ALBION	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE, ANTWERP & HAMBURG.	SAMBA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE, ANTWERP & HAMBURG.	SUEVIA	Ger. str.	k. w.	Kneiss	HAMBURG-AMERIKA LINIE	On 8th Mar.
HAVRE, ANTWERP & HAMBURG.	SILVANIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 4th April.
GENOA, MARSEILLES & LIVERPOOL.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th April.
GENOA, MARSEILLES & LIVERPOOL.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd May.
GENOA, MARSEILLES & LIVERPOOL.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Mar.
TRISTE, &c., VIA SINGAPORE, &c.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
ODDESSA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst., p.m.
NEW YORK, VIA PORTS & SUEZ CANAL.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
NEW YORK, VIA SUEZ	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
VICTORIA (B.C.) & SEATTLE VIA JAPAN.	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
PORTLAND, OREGON	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
AUSTRALIAN PORTS	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
KOBE & YOKOHAMA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
KOBE	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
TIENSIN	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
TIENSIN	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
CHIEFOO & TIENSIN	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI, MOJI & YOKOHAMA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI, NAGASAKI, HIogo & YOKOHAMA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
NINGPO & SHANGHAI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
AMOI, SWATOW & LANGKON	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
FOOCHOW, VIA SWATOW & AMOI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
TAMSUI, VIA SWATOW & AMOI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
TAMSUI, VIA SWATOW & AMOI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
ANPING, VIA SWATOW & AMOI	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SWATOW, AMOI & FOOCHOW	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SWATOW	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
MANILA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
MANILA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
MANILA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
CEBU & ILOILO	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
KUDAT & SANDAKAN	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
KUDAT & SANDAKAN	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SINGAPORE, PENANG & CALCUTTA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SINGAPORE, PENANG & CALCUTTA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SINGAPORE, PENANG & CALCUTTA	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
BOMBAY VIA SINGAPORE & PENANG	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
JAVA PORTS	ALBION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND OTHER AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ZIETEN ...	WEDNESDAY ... 15th February
SACHSEN ...	WEDNESDAY ... 1st March
PRINZESS ALICE ...	WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 25th March
PRINZ HEINRICH ...	WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 26th April
PREUSSEN ...	WEDNESDAY ... 10th May
ROON ...	WEDNESDAY ... 24th May
BAYERN ...	WEDNESDAY ... 7th June
ZIETEN ...	WEDNESDAY ... 21st June
SACHSEN ...	WEDNESDAY ... 5th July
PRINZESS ALICE ...	WEDNESDAY ... 19th July
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 2nd August
PRINZ HEINRICH ...	WEDNESDAY ... 16th August
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 30th August

ON WEDNESDAY, the 15th day of FEBRUARY, 1905, at Noon, the Steamship "ZIETEN," Captain F. von Biber, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 13th February. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 14th February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 14th February.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD.
 MELCHERS & CO., AGENTS.
 Hongkong, 19th January, 1905. [5]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHE DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA ...	HAVRE and HAMBURG	On 21st Feb. Freight.
ALBION ...	HAVRE, ANTWERP and HAMBURG	On 24th Feb. Freight.
SAMBA ...	HAVRE and HAMBURG	On 8th Mar. Freight.
RHENANIA ...	MARSEILLES, HAVRE & HAMBURG	On 18th Mar. Freight & Passengers.
SUEVIA ...	HAVRE and HAMBURG	On 4th April. Freight.
SILEBIA ...	HAVRE and HAMBURG	On 18th April. Freight & Passengers.
ALBION ...	HAVRE and HAMBURG	On 2nd May. Freight & Passengers.
ARCADIA ...	ODDESSA with transshipment at Singapore	22nd Feb. Freight.
ANDALUSIA ...	ODDESSA to sail from Singapore about	middle of March Freight.
NUBIA ...	NEW YORK VIA SUEZ	About beginning Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins smidships. Lighted throughout by electricity.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, No. 1, Queen's Building.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH:
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA

VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Geo. Wright	Friday, February 17th
PLEIADES	3,753	F. G. Purington	Wednesday, March 15th
SHAWMUT	9,606	E. V. Roberts	Friday, March 24th

! Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT ... 9,606 tons. E. V. Roberts ... About 14th March.
 S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 14th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 QUEEN'S BUILDINGS.
 Hongkong, 10th February, 1905. [7]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI AND INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON

"ARA GONIA" 5,198 Schults March 5th, 1905.
 "NICOMEDIA" 4,570 Wagner March 8th, 1905.
 "NUMANTIA" 4,570 Wagner April 20th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 24th January, 1905. [118]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SINGAPORE, PENANG, COLOMBO AND PORT SAID

MAARSEILLES, LONDON and ANTWERP DIRECT VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

LONDON, &c. ... CHUSAN ... 11th Feb. ... Freight and Passage.
 SHANGHAI ... MALTA ... 25th Feb. ... Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 13th February, 1905. [1]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALGIERE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"
 Captain Belato, will be despatched as above TO-MORROW, the 15th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents,
 Hongkong, 13th February, 1905. [4]

NIPPON YUSEN KAISHA.

FOR MARSEILLES,

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUY
GLASGOW and LIVERPOOL...	"ACHILLES"	On 18th February.
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 3rd March.
GLASGOW and LIVERPOOL...	"ANTONOR"	On 5th March.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th March.
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 10th March.
GLASGOW and LIVERPOOL...	"MACHAON"	On 13th March.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 18th March.
GLASGOW and LIVERPOOL...	"CANEA"	On 21st March.
GLASGOW and LIVERPOOL...	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 28th March.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 24th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 24th April.

* Taking Cargo for Liverpool at London Rates.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	On 8th March.
	"CANEA"	On 24th March.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 13th February, 1905. [8-10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 14th February.
MANILA	"TAMING"	On 14th February.
SHANGHAI	"TAIWAN"	On 15th February.
SHANGHAI	"KWANGSE"	On 16th February.
NINGPO and SHANGHAI	"SZECHUAN"	On 17th February.
CEBU and ILOILO	"SUNGKIANG"	On 18th February.
KOBE	"CHANGSHA"	On 22nd February.
CEBU and ILOILO	"KAIFONG"	On 23rd February.
TIENTSIN	"KANSHU"	On 24th February.
CHEFOO and TIENTSIN	"CHILIL"	On 28th February.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
catering is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 14th February, 1905. [11]

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

FOR	STEAMERS	LEAVING
POOCHOW, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 15th Feb., at Daylight.
TAMSEL, via SWATOW AND AMOY	"B. BJORNSEN"	SUNDAY, 19th Feb., at Daylight.
ANPING, via SWATOW AND AMOY	"DECIMA"	WEDNESDAY, 22nd Feb., at Daylight.
TAMSEL, via SWATOW AND AMOY	"SCHAIKREE"	SUNDAY, 26th Feb., at Daylight.
	"FRITHJOF"	
	H. A. HANSEN	

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office,
at No. 8 Des Vaux Road Central.
Hongkong, 13th February, 1905. T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 22nd Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 19th Apr.

Hongkong to London, 1st Class, via St. Lawrence 240. via New York 252.
Intermediate on Steamers, 240. via New York 252.
and 1st Class Rail 240.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
a term of rate, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat. 18th Feb. 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat. 25th Feb. 10 A.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 13th February, 1905. [16]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Tues. 14th Feb. 3 P.M.
KUDAT and SANDAKAN	"MAUSANG"	Fri. 17th Feb. 10 A.M.
MANILA	"YUENANG"	Fri. 17th Feb. 4 P.M.
SINGAPORE, PENANG and CALCUTTA	"TAISANG"	Fri. 21st Feb. Noon
TIENTSIN	"ESANG"	Fri. 24th Feb. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 14th February, 1905. [18]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SEALDA"	Captain Geo. Brown.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRAVELLI"	Captain B. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CYANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Bobotson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "CATHERINE PARK"	Captain Copp.

For Freight, apply to
GIRB, LIVINGSTON & CO.,
AGENTS.
Hongkong, 10th February, 1905. [19]

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"JAPAN"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex S.S. "N. S. N."
From Persian Gulf, ex S.S. "N. S. N." and
B. & P. S. N. Co.'s steamers.
Options of Goods will be landed here unless
instructions are given to the contrary before
10 A.M. To-morrow, the 11th inst.
Goods not cleared by the 17th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 10th February, 1905. [1]

NOTICE TO CONSIGNEES

FROM PENANG AND SINGAPORE.
THE Steamship
"ARRATOON APCAR"

having arrived from the above ports, Consignees
of Cargo are hereby requested to take immediate
delivery of their Goods from alongside.
Cargo impeding the discharge will be landed
at Consignees' risk and expense into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 10th February, 1905. [435]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"BENGAL"

FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Ocean."
From Persian Gulf ex S.S. "B. I. S. N."
and B. & P. S. N. Co.'s steamers.
Options of Goods will be landed here unless
instructions are given to the contrary before
10 A.M. To-morrow, the 11th inst.
Goods not cleared by the 17th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 10th February, 1905. [1]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLUS"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 14th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 14th inst., will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
17th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th February, 1905. [16-9]

NOTICE TO CONSIGNEES

STEAMSHIP "GERMANICUS,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.
Hongkong, 8th February, 1905. [429]

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.
THE Steamship
"CAPRI"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.
All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
15th instant, will be subject to rent.
CARLOWITZ & CO.,
Agents.
Hongkong, 9th February, 1905. [4]

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH AND
LONDON.
THE Steamship
"MERTONETHSHIRE"

Captain C. H. Birch, having arrived from the
above ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th inst., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 10th February, 1905. [437]

NOTICE TO CONSIGNEES

STEAMSHIP "ARABIA,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE, AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 8th February, 1905. [13]

THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S
Reprinted from the "HONGKONG DAILY PRESS"
Price, 50 cents Cash, Messrs. Kelly & Walsh
or Daily Press Office
Hongkong, 31st January, 1900.

THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN.
37, Des Vaux Road Central, HONGKONG
From the University of Pennsylvania, U.S.A.
Honorary, 3rd June, 1904. [2161]

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially
Caters for ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blink Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905. [33]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scotia and Engineering Codes
Used.

DOCK No. 1 (at FATEGAMI).
Extreme Length, ... 371 feet.
Length on Blocks, ... 350 "
Width of Entrance on Top, ... 85 "
Width of Entrance on Bottom, ... 77 "
Water on Blocks at Spring Tide, ... 264 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length, ... 371 feet.
Length on Blocks, ... 350 "
Width of Entrance on Top, ... 85 "
Width of Entrance on Bottom, ... 77 "
Water on Blocks at Spring Tide, ... 264 "

PATENT SLIP (at KOSUOE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILD- ING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. [301]

"THE EAST OF ASIA."

(Published Quarterly).

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
people, Customs, &c., of the Far East.
The kindly Press criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
the sterling merit of the publication.

Price ... \$1.50.
On Sale at "NORTH CHINA HERALD
OFFICE, Shanghai."
Messrs. KELLY & WALSH
Hongkong;
and all leading Booksellers in the Far East
Hongkong, 3rd February, 1905.

VICHY'S

GENUINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT.

HOPITAL. Diseases of the Stomach
GRANDE-GRILLE, Liver Complaints
GASTRITIS, Gout, Gravel, Diabetes
VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters
COMPRIMES VICHY-ETAT
Allowing any one to prepare natural
alkaline water home.

BEWARE OF FORGERY.

SANTAL MIDY

These tiny
Capsules
—superior
to Copaiba,
Cubeba, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name MIDY

LADIES' SAFE REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

APIOLINE

Prescribed by the highest French
Medical authorities and superior to
Tansey, steel Drops and Penny
royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

72

